

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: Kansas
COUNTY: Ford
FOR NPS USE ONLY
ENTRY DATE

1. NAME	
COMMON: Santa Fe Trail Ruts	057-0000-0002 & 069-0000-0005
AND/OR HISTORIC:	

2. LOCATION			
STREET AND NUMBER: 9 miles west of Dodge City on US 50			
CITY OR TOWN:		CONGRESSIONAL DISTRICT: First	
STATE Kansas	CODE 20	COUNTY: Ford	CODE 057

3. CLASSIFICATION			
CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input checked="" type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input checked="" type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____
<input type="checkbox"/> Comments _____ _____ _____			

4. OWNER OF PROPERTY			
OWNER'S NAME: Boothill Association		John Stickney	
STREET AND NUMBER: 500 W. Wyatt Earp Street		2200 East Crescent Drive	
CITY OR TOWN: Dodge City	STATE: Kansas	CODE 20	

5. LOCATION OF LEGAL DESCRIPTION			
COURTHOUSE, REGISTRY OF DEEDS, ETC: County Courthouse			
STREET AND NUMBER:			
CITY OR TOWN: Dodge City	STATE: Kansas	CODE 20	

6. REPRESENTATION IN EXISTING SURVEYS			
TITLE OF SURVEY: The National Survey of Historic Sites and Buildings			
DATE OF SURVEY: 1963 <input checked="" type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local			
DEPOSITORY FOR SURVEY RECORDS: National Park Service Office of Archeology and Historic Preservation			
STREET AND NUMBER: Interior Building, 18th & 19th Streets at Virginia Avenue, NW			
CITY OR TOWN: Washington	STATE: D. C.	CODE 001	

SEE INSTRUCTIONS

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7. DESCRIPTION

CONDITION

(Check One)

☐ Excellent☒ Good☐ Fair☐ Deteriorated☐ Ruins☐ Unexposed

(Check One)

☒ Altered☐ Unaltered

(Check One)

☐ Moved☒ Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The ruts form an arc 0.4 miles high with the legs resting 1.7 miles apart on the north side of US 50.

The trail, consisting of several separate tracks, is about 400 feet in width.

Intrusions include the highway, a railroad and an irrigation ditch built in the 1890's which winds back and forth across the ruts.

In addition, the Arkansas River has shifted as much as a half a mile to the south from its historic channel.

Despite these alterations in the historic scene, the well-defined ruts retain a great deal of their historic integrity.

The Boothill Association (which operates a reconstructed Dodge City) protects and interprets its part of the area from a pull-off provided by the highway department. The other owner also appreciates the historic significance of his property. Cattle grazing is the only commercial use made of the landmark.

The abandoned irrigation ditch, although not related to the ruts, was a notable engineering achievement for its time and has historic significance of its own.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1821 - 1873

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|--------------------------------------|---|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi- | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | losophy | |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | |
| <input type="checkbox"/> Art | Architecture | <input type="checkbox"/> Social/Human- | |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Literature | itarian | |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater | |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input type="checkbox"/> Transportation | |

STATEMENT OF SIGNIFICANCE

On January 29, 1822, four trail-worn men rode into Franklin, Missouri. Forty-eight days before, they had left San Miguel--50 miles southeast of Santa Fe. In their packs were the fruits of their journey to New Mexico. As townspeople gathered to welcome Captain William Becknell and his companions, the packs were opened. Not the furs of an Indian Trader spilled out, but heavy rawhide sacks. One of the traders held high a sack and slashed its thongs. Silver pesos tumbled to the ground and rolled into the gutter, and the eyes of onlookers widened.

Before those coins were gathered up, news of the first successful Missouri-to-Santa Fe trading expedition was already on its way to the adventuring, enterprising men who would soon throng the trail to the City of Holy Faith. Romance and profit would keynote the Santa Fe Trail throughout its existence. No ordinary man, unused to dreams, would have slashed those thongs. The one who did knew well the drama of the moment. In that act is summed up much that lent and still lends to the Santa Fe Trail and its namesake city an air of El Dorado. It was partly this that lured the early traders to gamble their lives and their investments against distance, terrain, weather, hostile Indians, and the caprice of Mexican customs officials.

But the trail was more than an escape valve for high-spirited men, or the route by which the mule came to Missouri. More even than a commercial and cultural link between the borderlands of the United States and Mexico. Manifest Destiny would travel this trail. For at its end was an empire of mesa and mountain, of canyon and river, of desert and vast distance. An empire ripe for picking. Thus did the trail become a military highway clogged with the freight and the banners of war.

After the Army of the West had done its bloodless duty, and the Treaty of Guadalupe Hidalgo had sealed the conquest, this empire had to be administered and protected and provisioned. The men and the material for this gigantic task came over the Santa Fe Trail. For two decades after the Mexican War the Santa Fe Trail held undisputed position as trunkline to the Southwest. It was the road and the tie by which civilization and sovereignty filtered into this wild expanse, tamed it, and fused it to the Nation. All that followed the Mexican War on this trail--gold rush, Civil War, Indian war, stagecoach, emigrant train,

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Gregg, Josiah, Commerce of the Prairies, ed., Max L. Moorhead, Norman, 1954.
 National Park Service "The Santa Fe Trail," The National Survey of Historic Sites and Buildings, Washington, 1963.
 U. S. Department of Agriculture aerial photo, CHD - IHH - 194, 5/17/67

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees Minutes Seconds
NW	37° 48' 09"	100° 13' 25"		0	0	0
NE	37° 48' 09"	100° 11' 16.50"				
SE	37° 47' 11"	100° 11' 16.50"				
SW	37° 47' 11"	100° 13' 25"				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1,000

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
Kansas	20	Gray	069
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: Donald F. Dosch
 Landmark Program Specialist
 ORGANIZATION: National Park Service, Midwest Regional Office
 DATE: 7/30/73
 STREET AND NUMBER: 1709 Jackson Street
 CITY OR TOWN: Omaha
 STATE: Nebraska
 CODE: 31

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☒ State ☐ Local ☐

(Sgd) J. Leonard Volz

Name _____

Reg. Title Director, Midwest Region

Date _____

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Director, Office of Archeology and Historic Preservation

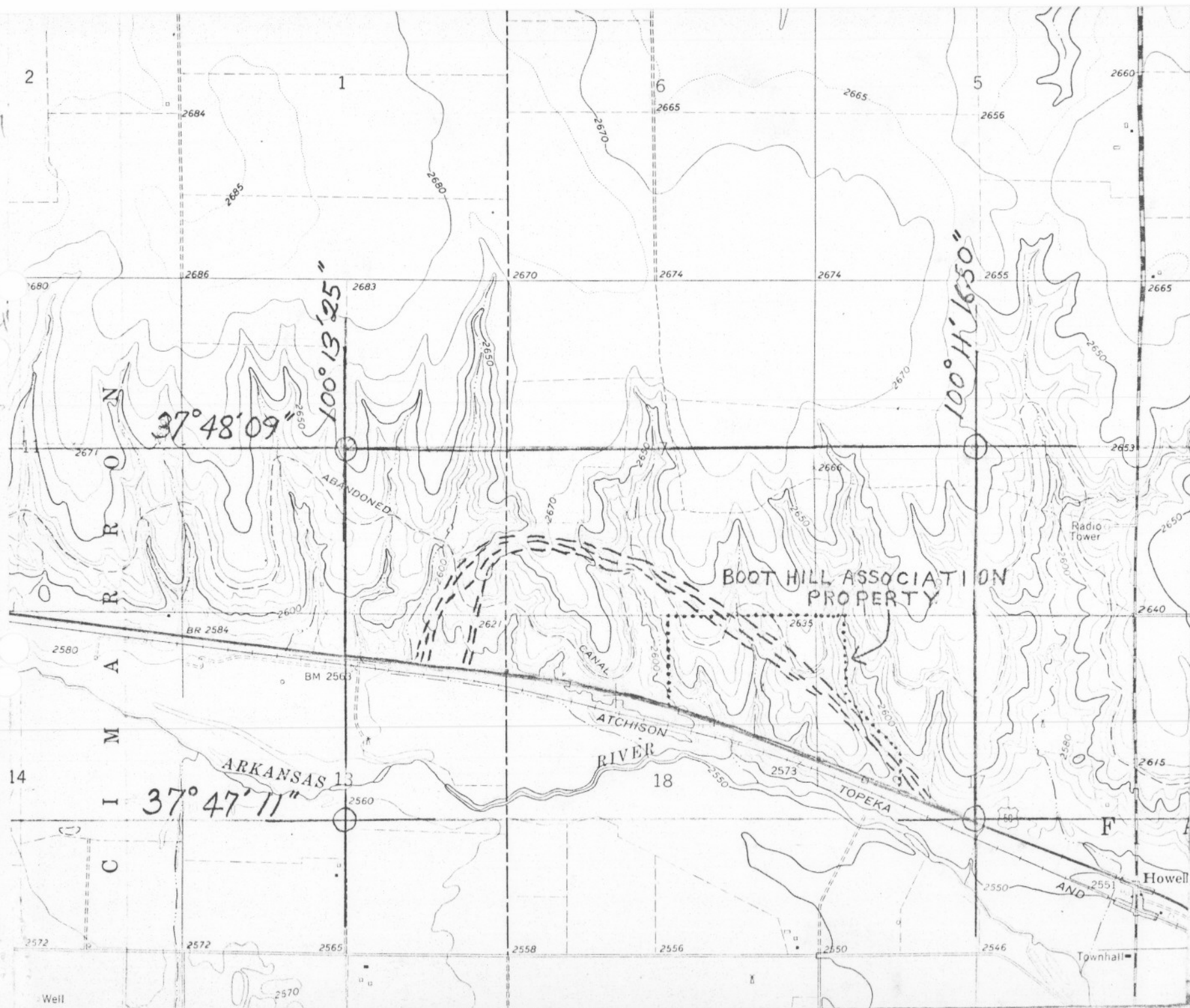
Date _____

ATTEST:

Keeper of The National Register

Date _____

SEE INSTRUCTIONS



Boundary Description for

Santa Fe Trail Ruts

Ford County, R. 26 W., T. 26 S.

The southwest quarter of section 8.

That part of the western half of section 17 that is north of Highway 50.

The southern half of section 7.

That part of section 18 that is north of Highway 50.

Gray County, R. 27 W., T. 26 S.

The southeast quarter of section 12.

That part of the northeast quarter of section 13 that is north of Highway 50.

The boundary begins on US 50, 0.53 miles west of the Howell intersection.

North 1.13 miles.

West 1.96 miles.

South 0.63 miles to the north edge of US 50.

East 2.06 miles along the north edge of US 50 to the starting point.

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE	
Kansas	
COUNTY	
Ford & Gray	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME				
COMMON: Santa Fe Trail Remains				
AND/OR HISTORIC:				
2. LOCATION				
STREET AND NUMBER:				
9 miles west of Dodge City on U.S. 50				
CITY OR TOWN:				
STATE:		CODE	COUNTY:	CODE
Kansas		20	Ford & Gray	057,069
3. MAP REFERENCE				
SOURCE:				
USGS 7.5' Series, Dodge City SW Kan. Quad.				
SCALE: 1:24,000				
DATE: 1968				
4. REQUIREMENTS				
TO BE INCLUDED ON ALL MAPS				
1. Property boundaries where required.				
2. North arrow.				
3. Latitude and longitude reference.				

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
COUNTY	
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1. NAME			
COMMON:			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:			
CITY OR TOWN:			
STATE:	CODE	COUNTY:	CODE
3. PHOTO REFERENCE			
PHOTO CREDIT:			
DATE OF PHOTO:			
NEGATIVE FILED AT:			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC.			

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

STATE Kansas	
COUNTY Ford	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

and the constant plod of oxen hauling tandem freighters--was part of this task of consolidating the conquest of 1846-48.

The railroad came, pushing the eastern terminus of the trail ever westward, until finally by 1880 there was no more trail. Then faded into legend the bearded trader and all that fabulous crew that had followed him across the desert and mountain and plain to Spanish Santa Fe. Something grand was lost thereby, days of adventure and great accomplishment gone forever. But the product of those days is with us yet, a booming subcontinent--the modern Southwest. And this is the true significance of the Santa Fe Trail, the first great trail of the West. (NSHSB)

The section of the trail designated as a landmark climbed high ground to avoid the Arkansas River which during the historic period ran close to the bluff. The ruts at this point offer an excellent illustration of how the freighters worked with the terrain to make the easiest passage for their wagons.

This part of the trail is on the old Mexican-American border which followed the Arkansas River prior to the Mexican War. At this place the ruts are only a few miles from the Cimarron Crossing of the river where the trail split into its Mountain and Cimarron branches, and where the latter crossed into Mexican territory.

The period of historic significance for the landmark segment of the trail begins with William Becknell's pioneering expedition of 1821 and ends in 1873 when the railroad continued west from Dodge City.